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by treaty with Great Britain, agreed to build a railroad across the Portuguese territory to the British sphere of influence (Rhodesia), but it was not until the right to build the railroad had been transferred to the British South Africa Company that this Beira-Salisbury line was constructed. Twenty-six pages are given to Mr. Knight's graphic description of Victoria Falls, with many very fine illustrations. The book concludes with a chapter on the prospects of farming in southern Rhodesia, with numerous half-tone illustrations of maize and wheat fields, tobacco and cotton plantations, orchards and potatoes, that seem to prove the truth of the assertion that "Rhodesia offers attractive prospects to the man of energy and enterprise equipped with some knowledge of agriculture and a capital of £500 to £1,000, if he is prepared to be content with a modest competency and not a fortune."

*British Nigeria. A Geographical and Historical Description of the British Possessions adjacent to the Niger River. By Lieut.-Col. A. F. Mockler-Ferryman. viii and 351 pp., map, illustrations, appendices, and index. Cassell & Co., Limited, London and New York, 1903.*

The volume is a revision and in part a rewriting of the author's book "British West Africa" published in 1898. Though written for the general public instead of the special student, the aim of the writer was to give sound and accurate information; and he has succeeded well. His introductory chapters on the exploration of what is now British Nigeria are very interesting; but it is strange that he should have omitted from the list of explorers whose achievements he records men who did such good work in the present British territory as the Germans Rohlfs, Flegel, and Staudinger. He describes the gradual acquirement of the territory by the British, the various Governments which have ruled it from the Royal Niger Company to the present Administration, tells the interesting story of the old Fulah Empire, and of the independent kingdoms whose territories are now embraced in Northern Nigeria, and describes the people and their institutions.

In his chapter "The Crescent and the Cross" the author says:

As long as polygamy and domestic slavery exist, Christianity can make no great strides among either Mohammedans or pagans. To expect a pagan chief to discard thirty-nine of his forty wives, to illegitimatize, say, a hundred children, and to free all his domestic slaves, in order to become a Christian, is, of course, absurd. So also with the Mohammedans; a change of faith would be little to their worldly advantage. Domestic slavery may, in the distant future, be abolished by law; but no British official will ever interfere in the matter of polygamy, which must remain the chief obstacle to the conversion of the Mohammedans.

The book cannot fail to help its readers to follow with intelligent interest the transformation, remarkable in some respects, that is being wrought in this part of the western Sudan.

*New Land. Four Years in the Arctic Regions. By Otto Sverdrup. Translated from the Norwegian by Ethel Harriet Hearn. With illustrations and maps. In two volumes. Longmans, Green & Co., London, 1904.*

Captain Sverdrup's book *New Land* is characteristic of the man, the man characteristic of the book. Man and portrait and book are homogeneous, and alike solid, quiet, direct.

In numbers of ways the two attractive and convenient-sized volumes which present to us the story of Captain Sverdrup's four years of work are unusual. Typographically and pictorially attractive, they differ pronouncedly from most previous Arctic narratives in lacking the higher flights of fancy, the searching after the infinite, the communings with nature, from which most writers have found it difficult, if not impossible, to refrain. Sverdrup's narrative is practical, direct, and clear. If at any time under the influence of his inseparable pipe the poetic afflatus came to him, he wasted little time or ink in putting the results down for his narrative.

The books should be read by every one who is interested in and endeavouring to keep in touch with the progress of Arctic discovery.

As to the geographical results of the four years of steady, sturdy, persistent struggle of Sverdrup and his companions with the obstacles and privations of the North, there can be but one opinion. They are of high importance.

Sverdrup has well filled out a large space in the Arctic regions, which it is surprising has not been penetrated before, being one of the most accessible parts of the Arctic *terra incognita* of our charts.

That, after a year's effort to carry out his original programme of attaining the northwestern shores of Greenland, and perhaps circumnavigating that country, he gave up those plans and turned to a region and a programme equally valuable and less beyond his powers shows his adaptability.

That he was obliged to do this was undoubtedly due more to the ship than to the man. The *Fram*, well adapted as she was for her original purpose of drifting with and passively resisting the attacks of the Polar ice-floes, was particularly ill adapted, both on account of her model and her lack of power, for assuming the offensive and forcing her way through ice moving in the opposite direction.